

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

25X1A

COUNTRY USSR

DATE DISTR. 23 Jul 51

SUBJECT Food Norms for Crew Members of Soviet Merchant
Ships/Subterfuges Resorted to by Soviet Captains
To get More Supplies from US Ports Than They Were
Entitled to

NO. OF PAGES 2

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SUPPLEMENT TO
REPORT NO.

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1. During World War II [REDACTED] foodstuffs to Soviet ships [REDACTED]

[REDACTED] Soviet ship masters would always try to get all they could from us -- far in excess of actual needs. This developed much wrangling because we couldn't see the necessity of oversupplying Soviet ships with items which even our military were short of, so [REDACTED] a list of norms per man per day per ship as follows:

2. SOVIET FOOD NORMSMERCHANT SHIPS

Commodity	Grams	Pounds
Breadstuffs	800	1.758
Flour for cooking	20	.043
Groats	100	.220
Macaroni	50	.110
Potato Flour	5	.011
Butter	50	.1
Vegetable Oil	45	.099
Miscellaneous Fats	30	.066
Milk and Milk Products (cheese)	50	.110
Meat	200	.440
Tea	1	.002
Cocoa or Coffee	5	.011
Potatoes and Vegetables	800	1.758
Dried Fruits	30	.066
Fresh Fruits	150	.330
Fruit Extract	2	.004
Salt	30	.066
Miscellaneous Spices and Condiments	8	.018
Fish Products	100	.220
Sugar	80	.176
Eggs	-	-
Rice	-	-

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3. [redacted] included meats, pickles, flour, tomatoes, spices and condiments -- all supposedly to be used for ship's stores. Supplies were supposed to be enough for a 90-day voyage. Most of the ships were freighters, such as the Leningrad. A few were icebreakers, such as the Joseph Stalin.
4. These ships would come into port, load up with enough stores to last them for a year, and return within a month completely empty. Not only would the food be gone, but also the repair kits and the lines (rope). Captains would say the items had been "lost or broken". It was common knowledge among those of us who dealt with the Soviets that the stores and equipment had been unloaded in Soviet ports. Occasionally a Soviet seaman would remark that his ship had unloaded at Vladivostok or another port in that area.
- 25X1A 5. Every Soviet ship [redacted] at least one or two women members of the crew. They were either skippers, mates, or radio operators.
6. A woman, mate on the Leningrad, told me that only family men were placed on Soviet ships which visited US ports. This precaution was taken to prevent the crew from "jumping ship". The family acted as a guarantee for the return of the crewman. All Soviet citizens had the idea that the US was a Utopia; that we had everything in abundance.
7. On one occasion we had a large quantity of food to store in the hold of the ship. The officer in charge of the Soviet ship refused to let us load. A friend of mine who had gone along with me to try to persuade the skipper to load had a bottle of whiskey in his car. We offered the officers of the ship a couple of drinks and after we had finished they told us the food would be loaded.
8. One method the Soviets used to obtain as much clothing as they could was to rotate the crews. A ship would come into port and the crew would be completely outfitted at US expense. Six weeks later the same ship would return to port with an entirely new crew and request clothing. They received the clothing as requested just as they received every other item they asked for.
9. If there was any delay or difficulty in delivering supplies the Soviets would immediately get in touch with Washington and soon we would receive an order to give them whatever they wanted. At times it was against our grain to pamper them, but they always had their way. We were required to furnish them with supplies that we were short of ourselves or give them items that our own ships were not able to get.

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